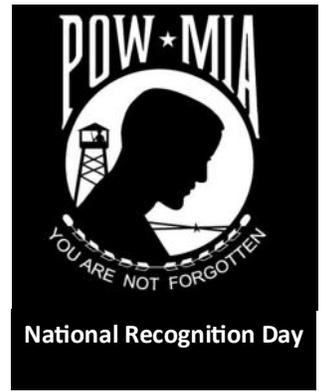


September 2nd, 1945



VOL. 2022 #9

SEPTEMBER 2022

USS HENRY L. STIMSON ASSOCIATION SSBN655 NEWSLETTER

Association Officers & Board of Directors 2021 - 2023

PRESIDENT Tom [Marie] Krauser	VICE PRESIDENT Jerry [CJ] Blevins	SECRETARY Nick [Linda] Nichols	TREASURER Ken [Diane] Meigs
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Other Positions 2021 - 2023

HISTORIAN / CUSTODIAN Larry [Linda] Knutson	WEBMASTER / NEWSLETTER Nick [Linda] Nichols	CHAPLAIN Bruce [Vicki] Stefanik
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REUNION CONTROL CENTER
2023 Stimson Reunion
October 11-15, 2023
Charleston SC
Hotel Location: TBD

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From the Reunion Chairman - Harry Nettles, QMCM(SS) G COB 91-92, USSVI Charleston Base, Holland Club:

As you see above, the hotel for the reunion has yet to be determined. This past week the 3-person location committee had face-to-face meetings with the two prime hotels we've been in discussion with. Although Charleston has more hotels than you can count, only a few have the type of spaces we feel are needed to make our reunion successful.

Both hotels told me that I will receive their best proposal right after the upcoming holiday. Once I have those in hand, the committee will make a final decision quickly. My goal is to have a contract signed and a registration form in the October newsletter. I know all of you want to make your hotel reservations and reunion

registrations as soon as possible.

The committee will ensure our 2023 Reunion in Charleston will meet the expectations of our Stimson shipmates.

The Association Secretary sent out an email asking for one of three responses to questions. To date we have received 159 replies and that's very good. However there are at least 35 of our shipmates who have attended several of the last reunions who have not replied. If you are one of them please consider letting us know your plans because they will help us make better plans.

Those questions are as follows with the number in red after the answer being how many have replied to this point:

1. If the chance of you coming to the reunion is better than 75%, please **reply to this email** and state: **SURE TO ATTEND** and **number attending 92**
2. If the chance of you coming to the reunion is better than 50%, please **reply to this email** and state: **POSSIBLY ATTENDING** and **number attending. 50**
3. If the chance of you coming to the reunion is less than 50%, please **reply to this email** and state: **THINKING ABOUT ATTENDING** and

number possibly attending. 17

Negative replies were not required.

=====



**From the Association President -
Tom Krauser, MM1(SS) B 72-74:**

In August Marie and I went to Connecticut to visit John and Gretchen Glaub (blue crew) for a couple of days. Looking back at my transfer orders to the Stimson I reported on July 27, 1972. That makes it just over 50 years ago that I came aboard the Stimson. John and Gretchen became friends shortly after that along with several other couples such as Larry and Chris Bonds, David and Karen Huckeba. There were many other couples that we also became friends with and still maintain those friendships. We have been friends with these shipmates for at least 50 years now. These couples, along with several other couples we know, have also been married for over 50 years so congratulations to all of them. Marie and Gretchen hung out together while John and I were at sea so became close friends.

We had a great time visiting them and got to play pinochle a few times while there. John and Gretchen won more games than us but we had fun.

Marie and I are looking forward to the next reunion in Charleston in 2023. Look for details about the progress in the newsletter.

If you have any questions or concerns for the board, please feel free to contact us so we can address them.



**Custodian - Larry Knutson,
MMCS(SS) B 79-81 USSVI-
Charleston Base:**

We still have the box of Gold Crew check-in cards that were from the time of Bob Weeks CO tour. Several Gold Crew members have contacted us for their card. If you were on the Gold Crew during any time when Bob Weeks was the CO you completed a check-in card for him. The box of cards is now held by our base secretary. If you would like a copy of your card sent to you please contact our Secretary at 655webmaster@ssbn655.org.



**Chaplain's Corner -
Bruce Stefanik, MS1(SS) B 73-
77, USSVI USS Asheville Base,
655 Assoc Life Member:**

They say that summer is over in the month of September. However God's love is always with us, no matter what time of year. God makes each day and gives you everything we need. May we always be thankful for what He give us. May you and your families be blessed as we think of each other this month.



**From The Editor & Secretary -
Nick Nichols, TM1 G/SY1/B 70-
75; FTCS B COB 85-89, USSVI
Charleston Base, Holland Club,
655 Assoc Life Member**

Submarines Lost During the Month of August

USS BULLHEAD (SS 332)	August 6, 1945 – 3 rd War Patrol	LOST WITH ALL HANDS – 84 SOULS
USS FLIER (SS 250)	August 13, 1944 – 2 nd War Patrol	LOST WITH 83 SOULS; 8 MEN SURVIVED
USS S-39 (SS 144)	August 14, 1942 – 3 rd War Patrol	NO LOSS OF LIFE
USS HARDER (SS 257)	August 24, 1944 – 6 th War Patrol	LOST WITH ALL HANDS – 79 SOULS
USS COCHINO (SS 345)	August 26, 1949	NO NAVY LOSS OF LIFE; ONE CIVILIAN LOSS; TUSK LOST 6 SOULS DURING THE RESCUE

FIVE Boats and 253 Men Lost

August 14, 1945 - VJ Day – Victory in the Pacific

You usually get the pop-up message on your “browser” (Edge, Google Chrome, Firefox, etc.) that is your internet connection. The person is usually using the search feature to find a common topic and sees a link that seems to fit the search they are looking for. When they click on that link, they may immediately get the pop-up screen or are directed to another screen where when they click on a topic and the message pops up.

The message can vary but it usually says it is from Microsoft or a virus provider and may have an audio track saying you have a serious virus and your computer has been locked to “protect you” and for you to “immediately call” Microsoft (or some virus company) support. It sometimes will lock up your screen so you cannot do anything else.

NEVER CALL THE NUMBER ON THE SCREEN!!!!

MICROSOFT OR A VIRUS COMPANY WILL “NEVER” POP UP A MESSAGE ON YOUR SCREEN AND ASK YOU TO CALL THEM!!

This is your first hint that this is a fake message. This fake message is usually a HTML page that has popped up as a “Browser” page on whichever browser you are connected to the internet with. At this time, it probably has not have actually “installed” anything else on the computer itself besides an HTML page in your browser and maybe made it the “default” page so when the browser starts so it would keep popping up with this page every time the browser starts. A different browser should not be “infected” with this message.

DO NOT CLICK THE “X” TO TRY TO CLOSE THE WINDOW OR CLICK ANYWHERE ON THIS PAGE THAT HAS POPPED UP AS THIS MAY TRIGGER SOFTWARE TO ACTUALLY TRY TO INSTALL SOMETHING ON YOUR COMPUTER.

One method of getting rid of the pop-up is to use the **Task Manager** to secure the specific browser window. I have the **Task Manager** “pinned” to the far left on my **Task Bar (icons across bottom of screen)** but you can open it by

pressing the **Ctrl-Alt-Del** keys at the same time. This should bring up a pop-up window and allow you to select **Task Manager** if that function has not been disabled by the fake window. Then select the window with the pop-up message (may be the browser name) and click **End Task**. This should close the pop-up window without having to click anywhere on the screen.

To pin the **Task Manager** to the **Task Bar** open “**All apps**” in the **Start Menu** and go to **Windows Tools** option. Under **Windows Tools** “right click” on **Task Manager** then select **Pin to Taskbar** (may be under “**More**” in Windows 10. After it is pinned to the Task Bar grab the Task Manager icon and drag it all the way to the left side of the Task Bar so you can find it easily if you ever need it.

Another way to get out of this condition is to **POWER OFF** your computer. If you can get to the **Shutdown** option in the Start Menu () then use it to shutdown your computer. You may not be able to get to the “**Shutdown** ” option on the Start Menu () so the best option may be to hold down the **POWER BUTTON** for about 10 seconds until the computer actually powers **OFF**. Some of the seniors did not even know where the **Power Button** actually was because they only close the cover on the laptop to “shut it off”. You should know where the **Power Button** is on your computer. You should frequently use the **Shutdown** option to shut the computer down to “clear” the memory and other things in memory that build up over time. I “shutdown” my computer every night to make sure everything is cleared off of it.

After the computer has shut down wait about a minute then Power it **ON** . If you have another “administrator” user account on your computer you should log into that account to run the virus and malware scans.

You should always have another “user” log-in account on your computer that has “administrator” rights in case you cannot get into you main login account or for instances like this where your main login daccount may be compromised. You can create a 2nd user with a “Local” account as an “Administrator” or have another family member with an “Administrator” account. The link below

will guide you thru creating a separate “local” account.

<https://support.microsoft.com/en-us/windows/create-a-local-user-or-administrator-account-in-windows-20de74e0-ac7f-3502-a866-32915af2a34d>

You can run a “Quick” virus scan but I would do a “Full” virus scan to make sure that ALL areas are checked for potential viruses. Hopefully the virus scan will not find any virus. I also run a “malware” scan such as the free version of “SuperAntiSpyware” to find any potential “malware” on the computer. The virus and malware scans can be run at the same time. The link below is to the “free” version of SuperAntiSpyware. You can install it and run it.

https://superantispyware.en.softonic.com/download?utm_source=SEM&utm_medium=paid&utm_campaign=EN_US_DSA&qclid=Cj0KCQjwr4eYBhDrARIsANPywCh6NHXbDWDF8zUBIUMk5qCQQCvpppybQhntOQ6MzZXaDs5fOmQWhd4aAuTWEALw_wcB

The Free Version has to be started “manually” and does not run automatically to detect “malware”. Make sure to update the “definitions” prior to running it.

After the scans are complete and hopefully found no virus or malware (it may find a bunch of “tracking cookies” which is normal and you can clear them out) you can log out of this user.

Log into the user account that had the original message. Hopefully the message should not immediately pop-up when you log in if it was only an HTML page in the “browser”. If you did not run scans in the 2nd user account run those scans now.

After you have run the scans, open the “browser” you had the original message in. Hopefully, the message will not immediately pop-up again.

WHEN THE BROWSER OPENS, YOU MAY GET A MESSAGE ASKING IF YOU WANT TO

“RESTORE THE PREVIOUS PAGES”.

DO NOT “RESTORE THE PREVIOUS PAGES” BECAUSE ONE OF THOSE PAGES IS LIKELY THE ORIGINAL FAKE VIRUS MESSAGE.

CLOSE THE BROWSER WITH THE “X” IN THE UPPER RIGHT CORNER OF THE BROWSER TO CLEAR ANY PREVIOUS PAGES THEN RESTART THE BROWSER AND THE “RESTORE PAGES” MESSAGE SHOULD BE GONE.

If you do get the fake message again then other actions may be needed to get rid of the message and you may need help from a friend with more computer knowledge to change the settings in your browser to reset the startup pages. You may be able to use a different “browser” until you can fix the corrupted browser.

If the message has reoccurred you may want to try and restore the computer to a date/time before you got the message. The link below gives different methods to restore to a time before you got the virus message. Choose the option to “Restore from a system restore point”. There are also option in cases where a “restore” point cannot be found. Some viruses may wipe out restore points as part of the virus.

https://support.microsoft.com/en-us/windows/recovery-options-in-windows-31ce2444-7de3-818c-d626-e3b5a3024da5#bkmk_win11_restore_from_system_restore_point

How Do Some of These Scams Work

If you do call the phone number listed the scammer will try to convince you to install software than lets them remotely “look at your computer to diagnose and fix” the potential problem.

NEVER LET SOMEONE ACCESS YOUR COMPUTER REMOTELY UNLESS YOU KNOW THEM PERSONALLY AND YOU ARE “INITIATING” THE REQUEST FOR THEIR HELP REMOTELY.

I use a free remote program called **TeamViewer** to help people all the time with their computers but that happens because they know who I am and trust me. You can install and use the “free” version of TeamViewer to have someone you know and trust to help you on your computer. You both have to have TeamViewer installed on your computers.

The link below can be used to install the “free” version of **TeamViewer** if you need help from a trusted friend.

<https://www.teamviewer.com/en-us/>

The “Your ID” number is always the same for your computer (like its phone number) but the Password “changes” each time TeamViewer is started and is “never” the same. You give the person helping you “Your ID” and when it asks them for the “password” you give them the password for the “current” session.

If you give the scammer access to your computer they can install a lot of malware, trackers and key loggers to your computer. After the scammer “looks around” and “finds issues” (the scammer has already installed malware by this point), they will usually tell you the cost of the “service” to fix your computer is about \$300 and they need your credit card to “pay” for the service. Even if you decline the “service” the scammer has probably already installed malware and trackers on your computer.

IF YOU AGREED TO THE SERVICE NOW THE SCAMMER HAS YOUR CREDIT CARD NUMBER AND YOU NEED TO NOTIFY YOUR CREDIT CARD COMPANY AND PROBABLY YOUR BANK IMMEDIATELY!!

IF YOU DID LET THEM ACCESS YOUR COMPUTER IT WILL PROBABLY HAVE TO BE “CLEANED” BY SOMEONE WITH GOOD COMPUTER KNOWLEDGE TO REMOVE ANY PROGRAMS THEY MAY HAVE INSTALLED!!

Some “scams” then use this information to run up charges on your credit card but this is not the only version of the scam.

One person had about \$8,000 worth of gift cards charged to their credit card. By the time they realized what happened the scammer had already redeemed the gift cards. I am not sure if the credit card company removed the charges. The scammer also got access to their investment account, maybe with a key logger software, and had money transferred to their bank account from their investment account. Then the scammer tried to convince them that the money had been transferred “accidentally” from the scammer to their account and the scammer wanted them to “return” the money to the scammer. At one of my computer clinics, their spouse told me what was going on and I told them this was a scam and not to “return” any money. The spouse got their son involved and the son discovered the money was actually transferred from their investment account and took control to stop his parent. So, the scammer got \$8,000 in gift cards from them. I am not sure if their credit card company took the charges off or not but the scammer already had redeemed the gift cards as soon as they charged them. They then had to stop their credit card, notify their bank, and pay a computer shop to “clean up” their computer to remove all the malware installed.

Another version of this scam is that the scammer wants you to go “purchase” gift cards to pay for something.

The scammer then wants you to take pictures of the front and back of the cards and the receipt before you “mail” the gift cards for your “verification and protection” that you paid.

With that information the scammer can immediately redeem the cards so the “address” where they want you to mail the cards is probably a “fake address” and the scammer has already redeemed the cards before you even get to the post office.

This is also a common ploy when you get an email from someone you think you know asking you to purchase a gift card for someone because they are “unable to purchase it themselves” for some reason and it is a gift for a “relative” for

some event in a few days before they will be home to buy and mail the gift card themselves. These emails usually appear to be from someone you know whose email address has been compromised.

NEVER BUY GIFT CARDS UNLESS YOU ARE DOING IT FOR YOURSELF AND NEVER SEND A PICTURE OF THE FRONT/BACK/RECEIPT BECAUSE THIS IS ALL THE SCAMMER NEED TO REDEEM THE CARDS !!

These are just a couple of scams you should be aware of. Always verify the website address and the email sender when you see these types of requests. Any link that has a 2 letter code (.xx) country code where “.xx” is the country code such as “.GB” for Great Briton at the end. This is usually a foreign country website and you should not go to that website or trust that email. The following link has a list of foreign country codes: <https://www.aresearchguide.com/countrycode1.html>

Most return spam email addresses will not be from the company “supposedly” sending the email but some other email address. They may appear to be from someone you know because their address book may have been compromised to send out these fake emails. Always verbally verify the information before responding to any email that does not seem legitimate.

Some other links on this subject are as follows:

From the Federal Trade Commission:
[How To Recognize, Remove, and Avoid Malware](#)

From NordVPN:
[How to remove fake virus warning pop-up](#)

TECH TIPS

10 things that are illegal to throw away — How to safely dispose of them instead

BY ALBERT KHOURY, KOMANDO.COM
AUGUST 27, 202

We’ve long been conditioned to separate our recyclables from regular trash and sort plastics, paper, and more. But some items don’t belong in

your recycle bin or your trashcan.

We reported on a recent recall of an air freshener from a well-known brand sold at Walmart that involved deadly consequences. If you purchased this product, don’t throw it away! [Tap or click here for the full story and safe handling instructions.](#)

Many items you use every day have their own methods of safe disposal. Here are some common items and their proper way of disposal.

1. Household batteries

Batteries can be broken down into two broad categories: Single-use and rechargeable. Read on for examples of each and links to recycling or waste disposal resources.

Disposable

- Standard alkaline batteries (AA, AAA, 9 volts) that power your remote control, flashlight, clocks and other common household items can usually be thrown away in the trash. But check with local battery recyclers or state solid waste authority to be safe.

Button cell or coin batteries, which you’ll find in calculators, watches, hearing aids and car key fobs, can contain silver and mercury and should not be thrown away in the trash. They can be brought to battery recyclers or participating retailers that provide battery takeback services.

Rechargeable

- Lithium-ion and nickel-cadmium batteries are most commonly found in cellphones, laptops, tablets, digital cameras, power tools and smart toys. These batteries *should never be tossed in the trash or placed in the recycle bin*. They must be taken to separate recycling or household hazardous waste (HHW) collection centers. Small sealed lead acid batteries are found in emergency devices, security systems, mobility scooters and other special-use items. These also need to be taken to special disposal centers.

To find more recycling and disposal information, [go to this resource page at Earth911](#). Simply select the type of battery from the left drop-down menu, enter your ZIP code and you’ll get local solutions. Note that stores like Staples, Home Depot and Best Buy have battery dropoff programs.

2. Car batteries

Car batteries contain lead and acid, a severe environmental risk to humans and animals.

If you replace your battery at an auto shop, they should take the old one and dispose of it for you. This is the law in some jurisdictions and applies to retailers who sell car batteries even if they don't sell you one or install one for you.

Check with big retailers such as AutoZone, Pep Boys, Advance Auto Parts, Walmart and even your local repair shops. They should be able to take your old car battery off your hands.

3. Smartphones and tablets

Unlike old phones, you can't remove the battery from your smartphone or tablet. Because of this, you can't simply throw it away in the trash, as the batteries can cause fires.

You can trade in your device when purchasing a new one. Most manufacturers will recycle it for free even if you don't get credit for it. You can also check out the [resource page at Earth911](#) for locations that will accept your old phone or tablet.

WARNING: Before turning in or recycling your old device, make sure to do a **factory reset!**

Don't toss that phone just yet! Rather than giving away your old device for recycling, why not find a new use for it yourself?

4. Televisions

Your television contains glass, lead and other dangerous chemicals and should not end up in a landfill. Don't just put your old TV on the curb.

Try calling your local Best Buy, Walmart and other electronics stores to see if they'll accept old TVs for recycling. And if you're having a new one delivered and installed, they should take the old one, though there may be a fee.

Call your local recycling facility or sanitation department for more information. They may schedule a pickup or direct you where to go. Donate it to a friend or charity if the TV is still functioning. Perhaps a local retirement home or school could use it.

5. Lighters

There's still time to enjoy a good cookout or night under the stars. Either way, you're going to want a fire. Just like batteries, there are disposable and reusable lighters:

Disposable lighters

Those cheap plastic lighters you can pick up just about anywhere can be safely thrown in the trash **if they're empty**, though this depends on state laws. Don't pour it down the sink if there's still lighter fluid. Go outside and activate the lighter until the fluid is used. If it gets too hot, take a break and try later. In some jurisdictions, you need to take your lighter to a household hazardous waste site.

Reusable lighters

Zippos and butane utility lighters can be used repeatedly, but when it's time to get rid of them, be careful. Make sure they're empty before disposing of them and if you have leftover lighter fluid or butane, take that to your nearest household hazardous waste site. Again, never pour this stuff down any drain.

6. Motor oil

If you're a DIYer who likes to change your vehicle's oil, that's great! But what to do with the old oil? It's flammable and toxic and cannot be poured down any drain. Take it to your local automotive repair shop or gas station, and they should accept it. The same goes for Auto Zone or other big automotive retailers.

It's important that you transport the oil safely. Don't use milk cartons or water bottles. You can use the original containers your new oil came in or a container made of polyethylene.

7. House paint

Redecorating and renovating your house is fun, but leftover paint, which is flammable and toxic, must be disposed of properly. You can leave the can open until it dries and then take it to a recycling center or your local [HHW facility](#).

8. Thermometers

Your old-school glass thermometer likely contains mercury, which is highly toxic to the environment and living things. Don't throw it in the trash, and **be careful not to break it**. Some universities will take old thermometers and may even give you a newer digital model. Or you can check your [local HHW facility](#).

9. Medication

Expired medication can be dangerous or at least less potent, so you're better off getting rid of it. Don't flush pills down the toilet or throw them in the trash! They can get into the water supply and

cause environmental havoc.

The FDA has a page full of resources on what to do with old medication. Some can be safely flushed, while others should be taken to a drug take-back location. [Go here for more information.](#)

10. Car tires

Car tires contain steel belts that can puncture landfills and contaminate the environment. When you get your tires changed at a shop, they should take your old ones (there may be a small fee).

If you have old tires lying around, most car dealerships and automotive retailers will take them for recycling, though you might have to pay for this service. You can also call your trash service to schedule a pickup.

[READ MORE HERE](#)

Navy Names Submarine Force's First Female 'Chief of the Boat'



(USNI NEWS 31 AUG 22) ... Heather Mongilio Master Chief Informations Systems Technician Angela Koogler has spent a week on USS Louisiana (SSBN-742) making history.

Koogler is the Navy's first female chief of the boat — the senior enlisted advisor to the commanding and executive officers aboard a submarine.

She joined the Navy in 2002, after attending college, according to a release from U.S. Pacific Fleet Submarine Forces Commander. She had planned to enlist after high school but an injury delayed her.

"Once I joined, I knew I found my career, and my Navy family and friends that I would have

forever," Koogler said in the release. "I have continued to serve over the years because it is a good fit for me and I love it."

Women have served in the Navy since 1917, when Loretta Walsh became the first women to enlist. But integrating the Navy took time with women unable to join service academies until 1976 and combat positions until 1994.

Submarines have been one of the last to take on women. Female officers first started service in 2010. In 2015, 38 women were selected to serve aboard USS Michigan (SSGN-727) as the first enlisted sailors, starting in 2016, USNI News previously reported.

Koogler was one of the 38, according to the release. She served 36 months before doing at tour with Submarine Squadron 19.

Just making women be able to serve on submarines meant revisions had to be made to Ohio-class submarines so that women would have their own space, according to the Navy. Virginia-class and Columbia-class submarines designs already include female and male living spaces. The inclusion of women into the submarine force has had problems. In 2014, the Navy found 12 male sailors aboard USS Wyoming (SSBN-742) had viewed an illicitly made recording video of female officers showering aboard.

While Koogler has served only three years on a submarine, Submarine Squadron 19's Command Master Chief Travis Brown said in the release that he knew she was the right candidate for chief of the boat.

"In 36 months, she walked off a submarine as a qualified diving officer of the watch, and everything in between, while also learning how to lead submarine sailors," Brown said in the release.

For Koogler, chief of the boat is a stepping stone for her career. Her ultimate goal is to be a command master chief, which required her to be a chief of the boat first.

"I knew that was what I wanted to do," she said in the release. "I want to be able to take care of sailors. I want them to develop and accelerate themselves. It's kind of always been my goal."

Koogler said in the release that gender should not be a factor in deciding which sailors are

selected for roles.

“A sailor is sailor to me and we shouldn’t have to define their gender,” she said in the release. “It’s important to integrate everybody and it shouldn’t matter as long as they get the job done.”

It can be difficult to be the person breaking such a barrier, Brown said, acknowledging that Koogler needed a nudge.

“But this is a huge glass ceiling busted in the submarine force,” he said. “Now there’s a path to the top.”

<https://news.usni.org/2022/08/31/navy-names-submarine-forces-first-female-chief-of-the-boat>

The Lean Submariner

Here’s the latest posts on the blog. Still going strong. The link to his blog is

<https://theleansubmariner.com/>

USS Pittsburgh – An Honored Name for Ships that Have Defended their Nation

Mister Mac Aug 21

Originally posted on [theleansubmariner](https://theleansubmariner.com/):

The Pittsburgh Name has an Honored Place in Naval History The City of Pittsburgh in western Pennsylvania is geographically located far from the open oceans. Despite the busy Three Rivers that offer pathways for shipping and recreation, no ocean-going US Navy ships can easily navigate their way to the Point...

Read more of this post



U.S. Navy Wants To Chop Six Months Off Build Time Of Columbia-Class Submarines

The US is looking to reduce the build time of the Columbia-class ballistic missiles submarines to prevent operational gaps.

(NAVAL TECHNOLOGY 25 AUG 22) ... Richard Thomas

The US Navy (USN) is looking to reduce the build time of its Columbia-class ballistic missile submarines (SSBN) from the current 84 months down to 78 months, in a bid to reduce the potential for gaps as the incumbent Ohio class gradually leaves service. The Columbia class is the USN’s main acquisition priority and is scheduled to see its first delivery in 2027, with the introduction into service of the future USS District of Columbia. The vessels, at 580ft in length and displacing 20,810t, will be the largest class of submarines ever built by the US and are expected to remain in service until around 2080.

Providing an update to the Columbia programme during a Mitchell Institute event on 24 August, Rear Admiral Scott Pappano, programme executive officer for strategic submarines at the USN, said that the Columbia build was a “priority” for the service.

Pappano added that the current build schedule for the first-in-class was slated to be 84 months, although efforts were underway to reduce that by up to half a year. “We have worked on [planning for] a 78-month delivery schedule, we are behind that now [and] still at 84 months.”

The US shipbuilding sector has faced a number of challenges over the decades as the national economy transitions from one based on manufacturing, to rely heavily on the service sector. Add to this supply chain problems felt throughout industry as a result of the Covid-19 pandemic, and with the facility at Newport News also responsible for the nuclear-powered Virginia-class SSN and Ford-class aircraft carrier programmes, and the challenges in maintaining the Ohio build schedule become clear.

On 4 June this year the USN held a keel laying ceremony for the future USS District of Columbia, the lead boat of a 12- hull class, replacing the 14-boat Ohio SSBNs. The USN, alongside industry partner Electric Boat, began the conceptual

designs for Columbia in 2007 as a replacement for the Ohio-class SSBNs.

“We want at least 12 Columbia SSBNs,” said Pappano, who added that it would “certainly reduce the risk” if a decision were taken to acquire an additional two hulls, which could be made towards the end of the decade.

The Columbia class will initially carry 16 D5 nuclear ballistic missiles each, which in total represent approximately 70% of the US nuclear triad. It is planned that the upgraded D5LE2 ballistic missile will be installed on the Columbia class from boat nine onwards.

The D5LE2 programme is being developed concurrently with that of the Columbia build, as well as that of the UK’s Dreadnought SSBN programme, which will see four new submarines replace the Vanguard class currently in service.

Capacity issues for AUKUS

Regarding the AUKUS grouping, which will see the US, UK, and Australia create a new Asia-Pacific security alliance, Pappano said that any move to see the planned class of nuclear-powered hunter-killer submarines sought by Australia to be built in US shipyards would have a negative impact on programmes such as the Columbia class.

In 2021, Australia announced its decision to withdraw from its agreement with French shipbuilder Naval Group to manufacture six conventionally powered submarines based on the nuclear-powered Barracuda design. Instead, Canberra would seek to develop a class of nuclear-powered submarines that it said would be more suited to operating in the oceanic expanses of the Asia-Pacific.

An 18-month study to determine the best ways to deliver a nuclear-powered submarine fleet to Australia through the AUKUS alliance will come to a conclusion at the end of Q1 2023.

Like those in the US, the UK’s nuclear submarine manufacturing site at BAE Systems’ site in Barrow-in-Furness has little spare capacity to plug in new orders. The site is currently engaged in building the final two boats of the Astute-class hunter killer fleet (the future HMS Agamemnon and HMS Agincourt), while beginning the first-in-class of a four-boat build of

the Vanguard-class SSBN replacement which will carry Britain’s nuclear deterrent.

“If we were going to add additional [Australian] submarine construction to our base that would be detrimental right now. I think that exists for both US and the UK,” Pappano said.

A leading global exporter of uranium, a key element in the creation of nuclear energy, Australia does not have a civil industrial or military nuclear sector. Should Canberra acquire or develop nuclear-powered submarines, it would become the first non-nuclear state to do so.

Significant issues remain for Australia in its pursuit of a fleet of SSNs, as it would rely heavily on the technical, military, and industrial knowhow of the US and UK, while also relying on Washington and London for the nuclear fuel and the navalised reactors required to power such vessels.

In September 2021, the International Atomic Energy Agency (IAEA) released a statement regarding Australia’s planned development of SSNs, noting that the three countries of the AUKUS alliance had notified the IAEA in advance of the public announcement.

“The IAEA will engage with them on this matter in line with its statutory mandate, and in accordance with their respective safeguards agreements with the agency,” the IAEA said in a statement at the time.

Australia is a signatory state, along with the US and UK, to the IAEA’s nuclear non-proliferation act, intended to stop the development and spread of nuclear weapons.

<https://www.naval-technology.com/analysis/us-navy-wants-to-chop-six-months-off-build-time-of-columbia-class-submarines>

World’s First Nuclear-Powered Submarine Returns Home After a \$36 Million Refit

8 Aug 2022, 01:43 UTC ·

by [Otilia Drăgan](#)

Today’s new-generation military submarines are becoming more sustainable and more powerful, building on the foundation that was laid by pioneers such as USS Nautilus. Celebrated as the world’s first nuclear-powered submarine, this historic ship is now ready to continue its

educational role for decades to come, thanks to an extensive preservation project.



It was 1954 when the first nuclear-powered submarine was commissioned at Groton, Connecticut. A team of scientists and engineers at the Naval Reactors Branch of the Atomic Energy Commission had developed a nuclear propulsion plant that would pave the way for a new generation of underwater vehicles.

The following year, Nautilus made its first journey on nuclear power. After its first sea trials, on the way to Puerto Rico, USS Nautilus already set a world record that hasn't been surpassed to this day. And that was the longest submerged cruise and the highest submerged speed sustained by a submarine for more than an hour. The powerful vessel had stayed submerged while covering 1,381 miles (2,222 km) in 89.8 hours.

In 1957, Nautilus would demonstrate its game-changing capabilities once again. Until then, U.S. submarines couldn't operate in the frozen northern oceans because of the limitations of diesel propulsion in icy conditions. Nautilus was the first to make it to the Arctic, a great achievement that "*allowed access to the previously protected waters of the Soviet Union.*"

After a long and successful career, the almighty submarine was decommissioned in 1980. By that time, the U.S. Navy was already operating a modern fleet of nuclear-powered submarines, thanks to the pioneering work of Nautilus. Six years later, it would be open to the public as a historic ship, as part of the new Submarine Force Museum.

Last year, the Navy announced a massive \$36 million preservation project meant to ensure USS Nautilus stayed in good shape for 30 more years. The 319-footer (97 meters) recently made it back home at the Museum, American Military News reports, after having completed the refit at the Naval Submarine Base.

That's where it got a full paint job, a thorough inspection of its internal and external tanks, upgrades of its lighting and electrical systems, and brand-new wood decking. The preservation work also included adding extra access points for staff members.

Throughout August, maintenance work will continue at the Museum, Lt. Cmdr. Derek Sutton, officer-in-charge of the Nautilus, told American Military News. The Museum will reopen on August 19, but the newly-refurbished historic ship won't be revealed until later this year, on September 9.

That's the first day of the popular Connecticut Maritime Heritage Festival, a perfect occasion for the public to step on board the USS Nautilus and rediscover this important piece of the American naval history.

D-Day's 'forgotten man'

'Monday, June 5, 1944. Thus, has been made the vital and crucial decision to stage the great enterprise which [shall?], I hope, be the immediate means of bringing about the downfall of Germany's fighting power & Nazi oppression & an early cessation of hostilities.

'I am not under [any] delusions as to the risks involved in this most difficult of all operations . . . Success will be in the balance. We must trust in our invisible assets to tip the balance in our favor.

'We shall require all the help that God can give us & I cannot believe that this will not be forthcoming.'

From the handwritten diary of British Admiral Bertram Ramsay on the eve of the Normandy invasion. Admiral Ramsay was the Naval Commander in Chief of the Allied Expeditionary Force. He planned and directed Operation Neptune, a fleet of almost 7,000 vessels that delivered over 160,000 men onto the beaches of Normandy on D-Day alone, with over 875,000 disembarked by the end of June. It would be the largest amphibious assault in history, described by one historian as a "never surpassed masterpiece of planning".

Ramsay had already served 40 years in the Royal Navy when he retired in 1938. His retirement was short-lived; Churchill coaxed him out of retirement in 1939. With the collapse of the

Allied front in northern France in June 1940, Ramsay was put in charge of organizing Operation Dynamo, the evacuation of the British Expeditionary Force from Dunkirk. Mobilizing every usable military and civilian craft he could find, he oversaw the evacuation of about 338,000 British and other Allied soldiers from Dunkirk and nearby beaches, bringing them to safety in England. He was knighted for this achievement. Had he not succeeded at Dunkirk, Britain's war might have ended then and there; strategists had estimated that 45,000 troops at most could be rescued.

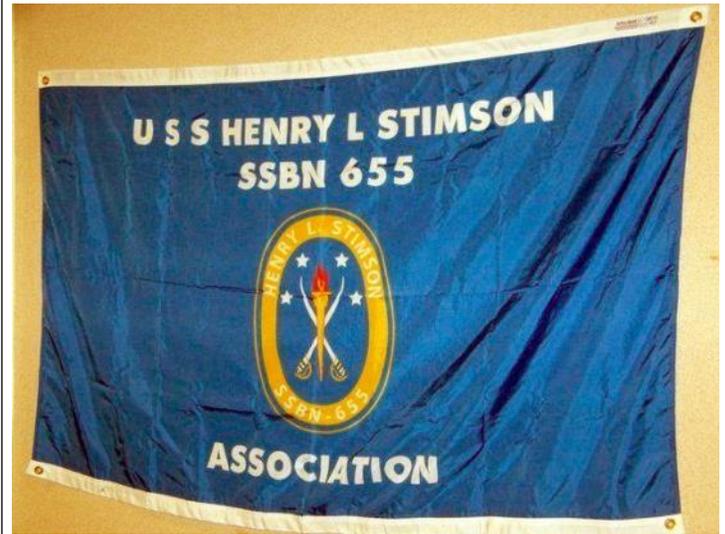
Ramsay went on to play a key naval role in the invasion of North Africa, Operation Torch, in November 1942, and in the assault on Sicily, Operation Husky, in July 1943.

So why has history not given him the same prominence as Churchill, Eisenhower, Montgomery or Bradley?

Sadly, he died in a plane crash in January, 1945. So, he never had a chance to witness the Allies' victory or write a memoir. A statue of Ramsay was erected in November 2000 at Dover Castle, close to where he had planned the Dunkirk evacuation.

Author, Doyle Glass

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